

Today's Advertisements.

THEATRE ROYAL, CITY HALL, HONGKONG.

UNDER the Direction of Mr. ROBERT BROUGH.
Representative—Mr. ALLAN HAMILTON.

TO-NIGHT (THURSDAY), APRIL 18th.
THE
BROUGH COMEDY CO.
BROUGH COMEDY CO.
BROUGH COMEDY CO.

TO-NIGHT and TO-MORROW (THURSDAY and FRIDAY), April 18th and 19th.
FIRST PRODUCTION IN HONGKONG

OF
"THE LIARS"
"THE LIARS"
"THE LIARS"

An Original Comedy in Four Acts, by HENRY ARTHUR JONES.

SATURDAY AND MONDAY, April 20th and 21st.
FIRST PRODUCTION IN HONGKONG

OF
"THE GAY LORD QUEX"
"THE GAY LORD QUEX"
"THE GAY LORD QUEX"

An Original play in Four Acts, by ARTHUR W. PINERO.

TUESDAY and WEDNESDAY, April 23rd and 24th.
FIRST PRODUCTION IN HONGKONG

OF THE
"MANŒUVRES OF JANE"
"MANŒUVRES OF JANE"
"MANŒUVRES OF JANE"

A Comedy in Four Acts, by HENRY ARTHUR JONES.

The Box plans are now on view at THE ROBINSON PIANO CO., where seats can be booked SIX DAYS IN ADVANCE.

PRICES AS USUAL.
Boxes \$15.00
Dress Circles and Stalls 3.00
Pit 2.00
Back Seats 1.00
Doors open 8.30 Curtain 9 P.M.
Carriages 11.30.
Late Trams 15 minutes after Performances.
Hongkong, 18th April, 1901. [404c]

WANTED.

EUROPEAN ASSISTANT for GENERAL STORE.
Apply to "ASSISTANT,"
C/o Office of This Office.
Hongkong, 18th April, 1901. [434c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 18th April, 1901. [435c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
NOTICE TO CONSIGNEES.

FROM TRIESTE, Fiume, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship
"GISELA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—
From Venice, ex S.S. Maximiliana and Metcovich transhipped at Trieste.
From Levante, ex S.S. Hungaria transhipped at Port Said.
From Zanzibar, ex S.S. Carinthia transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 25th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.
Hongkong, 18th April, 1901. [422c]

Intimations.

NOW READY.

A PAMPHLET
ON
SOME SERIOUS LOCAL PROBLEMS.
AND
A FEW SUGGESTIONS FOR DEALING WITH THEM.
BEING A LECTURE DELIVERED BEFORE
THE ODD VOLUMES SOCIETY
BY
MR. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper.
PRICE 10 CENTS.
Hongkong, 18th June, 1901.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETW. F. SKERTCHLY,
Manager.

Intimation.

A. S. WATSON & Co., LIMITED.

WATSON'S HYGIENOL.
(Registered).

A POWERFUL DISINFECTANT, GERMICIDE, ANTISEPTIC AND DEODORISER.

RECOMMENDED BY THE MEDICAL PROFESSION.

CHEAP, HARMLESS CONVENIENT AND EFFECTIVE.

This DISINFECTANT possesses all the good properties of Carbolic Acid, but is IMMENSELY SUPERIOR in being NON-POISONOUS—even in its concentrated form, thus avoiding risk of accident—and in the facility with which it mixes with COLD WATER in any proportion. In its diluted state it will not injure, stain, or corrode the person, metals, furniture, cotton, linen, or woollen fabrics.

WATSON'S PURE CARBOLIC SOAPS

will be found most efficacious for the prevention of contagious diseases of all kinds.

A. S. WATSON & CO., LIMITED, HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

THE HONGKONG TELEGRAPH

HONGKONG, THURSDAY, APRIL 18, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA. ACTIVE RAIDING IN CAPE COLONY.

LONDON, April 16th.

It is stated officially at Capetown that Commandants Kritzinger, Scheepers, Malan, and Fouché, are still active raiding in Cape Colony, and avoiding engagements.

THE BOER GOVERNMENT. Schalk-burger is carrying on the Boer government.

LATER.

STILL A FEW BOERS. Small parties of Boers are still about the Jagersfontein, Philippolis, and Edenburg districts.

NAVAL DISPLAY AT MALTA. TWELVE THOUSAND MEN REVIEWED.

The Earl of Selborne, and other Lords of the Admiralty, at Malta, reviewed 12,000 sailors with eighteen guns, landed from the Mediterranean Fleet. The show was a fine one.

BRITISH SOUTH AFRICA. NO LARGE COMMANDOS LEFT.

The correspondent of the Standard at Pretoria states, that no large Commandos with guns are now left; but that small parties of marauders are active everywhere.

A SPRING CLEAN. Preparations are proceeding for a renewed sweeping movement.

WEATHER REPORT.

The Observatory report says—
On the 18th at 12.5 p.m. the barometer has fallen generally, particularly on the China coast. A depression is advancing Eastwards over Central China. Gradients slight for S.E. and S. winds on the China coast, and in the N. part of the China Sea. Forecast:—Moderate S. winds; fair to showery.

LOCAL AND GENERAL.

THE cases of plague in Bombay City from 5th to 18th March numbered 2,757 and deaths 2,417.

THE Star Ferry Company are now supplying their patrons with a handy time-table and scale of fares.

THE German gunboat Jaguar left for Canton yesterday, and the German transport Andalusia for Taku.

THE death rate of Macao for the week ended 6th April was 19.0 per 1,000 per annum, there being 109 deaths recorded.

THE drapery in black of the Royal Arms above the bench in the Supreme Court does not strike one as a particularly artistic piece of work, this having been accomplished by placing a black

THE Talbot is to be commissioned at Devonport on the 10th of April, to relieve the Ben-venture on the China Station.

THE Russian departmental budgets have been reduced by 40 million roubles, consequent on the enormous expenditure by Russia in China.

THE Medical Officer of Health reported to the Sanitary Board to-day that the outbreak of rinderpest at Sassoon's farm at Pokfulam is at an end.

A COUPLE named Jerry Better and Louisa Well were lately married. Louisa was Well, but now she is Better, while Jerry, who was Better, has now Well.

THE Hon. J. K. Birch has arrived at Penang to resume the duties of Resident-Councillor of that Settlement. The Hon. W. Egerton is proceeding home on long leave.

AT LARGE.
Mrs. Wiggles—Does your husband have a "den"?
Mrs. Waggles—No, he roars all over the house.

WE note that the Danbighshire is discharging a large quantity of coke at the Kowloon wharves. "Considering that both Hongkong and Kowloon are lighted by gas, this looks very much like 'bringing coals to Newcastle'."

THE Brough Comedy Co. gave their second performance of "The Tyranny of Tears" at the Theatre Royal last night before a very full house. The piece went with a great swing and was heartily applauded. To-night "The Liars" is to be staged.

WE shall be obliged if any subscriber on receiving his paper late of irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE ex-priest, Victor M. Ruben, was recently charged before the county magistrates at Newport, Isle of Wight, with feloniously shooting William Woodham at Shanklin on the 3rd ult., with intent to murder, but, owing to the injured man being unable to appear, the prisoner was remanded for a week.

ACCORDING to the latest rumour, Sir-Power Palmer, who has been acting as Commander-in-Chief in India since the death of Sir William Lockhart, is to go home and take the seat occupied by the late Sir Donald Stewart on the Council of India. The opinion that the Duke of Connaught will take the Indian command continues to gain ground.

THE London correspondent of a leading provincial paper is assured that one of the first letters received by Queen Alexandra after her accession was from the Empress of Japan. This is a unique incident in the history of Europe. No Consort of an Asiatic monarch has ever before congratulated a European monarch on her accession to the throne.

ACCORDING to M. Souleyve in the Revue Scientifique, the tradition of a deluge, which is very widespread, indicates that in the dawn of human history great cataclysms were produced, and he puts that which caused the remarkable gorge of Constantine in Algeria at the same time as the "flood" which submerged the plains of Babylonia, at least 5,700 years ago.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Holiday Wise & Co. \$50
M. Kato 25
Noronha & Co. 10
T. H. Reid 5
Dr. K. King 5

A CENSUS of the whole of Italy has just been taken for the first time in twenty years. The first result of the census has been a great surprise, for it shows that the population of Italy has risen to 35,000,000, whereas all calculations have hitherto been made upon the assumption that it was only 31,000,000. No European country has increased in the same ratio during the past twenty years.

DEARTH of dwellings is increasing at Penang, and house rent is rising by leaps and bounds, owing to the growth of the European population, and owing to the higher class Chinese there now taking to reside in houses originally built for Europeans. Houses which, a little while ago, were deemed to be dear at \$50 a month, are now let for \$60, \$70 and \$80 per month, which a short time back could be secured for \$35 or \$40.

THE body of an American has been found on the beach at Macao, near the Boa Vista. It is supposed that the deceased is a recent visitor to Hongkong who went over to Macao on Thursday last and stopped at the Boa Vista Hotel until Friday afternoon, when he disappeared. He had no luggage and had not settled his bill. It is rumoured that he won a lot of money at fan-tan and was murdered; but other reports point to suicide.

AS far as can be ascertained, the war in South Africa up to now has cost Great Britain 82 millions, or just the price to us of the Seven Years' War. In the early years of the same century the war of the Spanish Succession cost 50 millions; five years after its close we were again at war with Spain, and the bill came to 44 millions. Coming nearer to the present time by 18 years, we were fighting Spain, over the Right of Search and France about Austrian Succession; both of these ran to 43 millions. Towards the close of the century came the War of American Independence, the expenditure on which was 97 millions. Before the century had expired this was followed by the opening of the great war with France and Napoleon; the price was 83½ millions. The only other great war was that with Russia in 1854-6; in that case the expenditure ran to 60½ millions. These various sums were arrived at after allowance had been made for the average annual cost of our peace establishment.

THE S.S. City of Venice narrowly escaped shipwreck by grounding in the river Hughli the other day. It is said that the native crew abandoned her as soon as the situation became serious, apparently leaving the passengers to their fate.

THE measures announced as accepted by the Government of India, this year, for increasing the efficiency of the Volunteers, include proficiency and other allowances to officers, a larger amount of ammunition, additional help towards the construction of ranges, land allowances, and prizes for rifle shooting.

PRINCE HENRY OF Orléans was in Cairo a month ago, but was to leave again on a visit to the Far East. The Prince first of all proceeds to China, where he will visit the regents occupied by the allied troops. Thence he will go to Corea, and from Corea to Japan. The probable duration of his journey will be from twelve to fifteen months.

IT has been pointed out that wireless telegraphy might cover long distances by repeating stations at intervals, and we have also reported the delicate repeater of M. Gurnini. It is now stated that both he and Marconi are convinced that messages could be sent 300 miles at a stretch. If so, and with self-acting repeaters every 300 miles, the Atlantic could be spanned by seven or eight floating stations, and some ten times as many repeaters would carry a message round the world.

THE Indian Budget for 1901-1902 is not as satisfactory as its two predecessors. The following are the figures for the triad: the last two years are, of course, estimates:—

Revenue. Expenditure.
1899-1900 £68,637,164 £65,862,541
1900-1901 75,166,000 75,525,600
1901-1902 74,191,900 71,501,000

It will be observed that the revenue for the coming year is estimated at nearly £3 millions below the current one and the expenditure at £2 millions less, the result being that while the present year is expected to show a surplus of £1,644,400, next year will only show £690,000.

THE 1,000 officers and men of the London Fire Brigade, who are nearly all men drawn from the Royal Navy or the mercantile marine, have subscribed for two flags for the royal barge, a steam pinnace, which is carried bodily on the Ophir, and used for harbour and river purposes.

One is a white ensign for the stern of the royal barge, while the bow flag is similar to the flag which was flown by the King when Prince of Wales. It is the Royal Standard, with the Coburg coat-of-arms in the centre, and three white tabs on the top. In a letter thanking the London firemen for their gift of the Royal Standard and the white ensign, the Duke of Cornwall and York states that the flags will be used on all occasions of ceremonies afloat during the cruise of the Ophir.

IN some libraries it is forbidden to take away the books and this rule has led Mr. Jervis-Smith to devise a method for photographing plates in the library. Cardboard coated with phosphorescent matter is exposed to sunlight and placed behind the plate or writing to be copied. A dry photographic plate is put over the page and the book is closed for a time, depending on the thickness of the paper and varying from 18 to 60 minutes. The sensitive plate is then withdrawn and stored in a dark box for development. A cloth can be used to cover the book while the photographic plate is manipulated. The process does not injure the book; and when films are used, many copies can be made together. The time of exposure is diminished by heating the phosphorescent card with a hot metal plate under it. The temperature should not be over 20 degrees Centigrade when using films.

DRAIN OBSTRUCTIONS.

THE following report by Mr. Hollingsworth was read on the table at the meeting of the Sanitary Board this afternoon:—

The principal nuisance caused by the coolie restaurant keepers is that the waste from their stalls is thrown, or finds its way, into the channels at the side of the roads formed to convey the storm water and street drainage into the storm drains and sewers.

In a street where provision has been made for both storm water and sewage by separate drains, the gullies are constructed as follows:—

A sump is provided having a grating cover and two outlets; one trapped and leading to the sewer, the other larger in size, mostly not trapped and leading to the storm drain.

The sewer connection is provided for the ordinary flow, when the street drainage is not rendered sufficiently harmless by excess of water to allow it to pass with safety into the storm drain.

The storm drain connection takes the overflow of the sewer connection, i.e., when sufficient water comes down to overflow the sewer connection it is then considered sufficiently diluted to pass into the storm drain.

In the very large proportion of cases where special attention has been called to the sewer consequent on the sewer-trap being choked, it has been found that the trap only has been blocked up and that the sewer has not suffered, as any excess has been carried away by the storm drain.

As, however, the storm drains are very large and the ordinary flow very small, there is not sufficient water in them to keep them clean, and any vegetable matter finding its way into them has every chance of putrefying and becoming a nuisance.

When no storm drain is provided, but only a sewer, then the result of a blocked trap would be to prevent the water getting away at all, and so causing a smelly puddle in the side channel but still not affecting the sewer.

3. Dr. Harigan, is not correct in trying to suggest that the major portion of the slush dragged from a sewer when being cleared is due to coolie restaurant stall keepers, as I think it has now been clearly shown that the traps only get the chief benefit of this oil.

The causes that affect the sewers may be put down chiefly to:—
(I.) Sand.
(II.) Ashes.
(III.) Banyan roots.
(IV.) Misuse.

(I.) and (II.) may be taken together, their only difference being one of locality. Sand occurs all over the system and ashes and coal rest only where ashes are sold.

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explain this. Coal and ashes and also sand are fine in particle and easily held in temporary suspension by water, consequently they can easily find their way through an intercepting trap and into any sewer, where, mixing with the sticky sewage, tend to thicken it and, meeting with the smallest resistance, form a blockage which rapidly hardens.

Banyan roots are a constant source of trouble and occur wherever banyan trees do. The growth is particularly rapid and drains in proximity to any trees have to be continually dragged to prevent them becoming absolutely useless. The roots find their way through the smallest crevice and then the mischief begins.

IV. Misuse is also greatly to be considered. The Chinese have a great idea that a drain made to carry one kind of dirt should be used for every kind and, when the road is clear, think nothing of taking off a manhole cover and depositing therein anything they wish to throw away, viz., articles of clothing, rags, &c.

Another form of nuisance is from the night-soil coolies who when they can conveniently do so without being caught by the police, deposit their collection of night-soil into the nearest gully, manhole or drain, whether it be storm drain or sewer.

The great difficulty is to catch these men in the act. If a few good examples could be made of them there would be a possibility of doing away with this evil, or at any rate modifying it.

4. Undoubtedly eating houses provided for the coolie classes would be a great thing for the streets, as hawking makes the street surface in a dirty condition, besides causing an obstruction, but Dr. Harigan rather weakens his case by stating that his grounds for making these remarks are that street coolie restaurant keepers' stalls have so much effect on the underground drainage system.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

An extraordinary general meeting of the Great Eastern and Caledonian Gold Mining Co., Limited, was held to-day. Mr. A. Dennison presided, and the other gentlemen present were Messrs. G. Atzenroth (Secretary), E. Kelly, K. Edulji, Chan Kin Hoi, F. F. de Silva, C. E. Osmond and Osmond.

The Chairman said the only business before the meeting was to submit for confirmation, as a special resolution, the following resolution:—That the Company be wound up voluntarily and that Max Bennecke, the Business Manager of the Company in New South Wales, be and he is hereby appointed Liquidator for the purpose of such winding up. He begged to propose that the resolution be confirmed.

Mr. E. Kelly seconded.

Carried.

Two letters, none of them of importance, were laid on the table.

Mr. Kelly—At last meeting, it was said that there would be only £1,000 offered for the plant. Is there nothing further?

The Chairman—Unless we can do better, the best we can do is to sell.

The Secretary—In a week's time, our agent at the mines will get a letter with all the particulars of our last meeting, and with all Mr. George's remarks.

The Chairman—Possibly, when he gets this, he will get another offer.

The meeting then terminated.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice).

April 18th.

THE DROZ BURGLARY.

Ho Sui Cheung, Ho Sam Kow and Leung Po, were charged with the burglary of a gold, 23½ silver and 116 metal watches from the store of Emil Dros, Queen's Road. Prisoners entered a plea of not guilty.

Mr. Pollock, K.C., Acting Attorney General, asked that the next case be taken first and His Lordship assented.

On the case being again called the following jury were empanelled:—R. W. Houghton, Chas. E. Pearce, Otto Michael, D. H. Silas, James Duff, E. A. Harwitz and Abdul-hossen Abdulrahman.

The rest of the jurors were discharged until 2 p.m.

Mr. Pollock, K.C., Acting Attorney General, in opening the case for the Crown said Mr. Dros, on the evening of the 20th March, closed his shop and on the morning of the 21st, on receipt of a message at 8.10, went to his shop and found that the place had been entered by the breaking of a fanlight and the watches taken. There were footprints on the desk on the fanlight. Mr. Pollock then went on to describe how the watches were recovered and the prisoners arrested, all of which has appeared in our columns.

The evidence was then proceeded with.

THE VICTORIA GAOL OUTRAGE.

Mak Su, Ip Sam, and Yeung Fuk were charged with attempting to murder Robert Henry Craig and also with doing to him grievous bodily harm. Prisoners entered a plea of guilty.

The first count saying "certainly we intended to murder," and to the second replied "yes, we did it."

The Acting Attorney-General pointed out that the men were at the time of the assault undergoing long sentences of imprisonment and were evidently supplied with arms from without by someone. The case was a very serious one.

The first prisoner said he had a number of witnesses to show that Mr. Craig had ill-treated many. He had a great number of witnesses amongst the convicts to prove it.

The Acting Attorney-General pointed out that the prisoners had wished to call witnesses at the Magistrate's trial.

Tynierly were fined two dollars or seven days. Swaney chose the seven days.

DISORDERLY AT THE THEATRE.

Mak Piu, a coolie, thought it fun to throw a mat into the pit from the gallery of Ko Sing Theatre. Mr. Kemp thought three dollars or ten days would meet the case.

QUARANTINE.

Dear Sir—The Chamber, learns from the Government that the Bengal Government, having been assured that Singapore had been free from plague for ten days, has withdrawn the regulation of the Venice Convention at Chittagong as regards vessels arriving from Singapore.

I am, dear Sir,
Yours faithfully,
R. CHATTERTON WILCOX.

MR. CHATER'S NEW RECLAMATION SCHEME.

The lateness of the hour at which the meeting was held yesterday prevented us from giving Mr. Chater's explanation of his proposed new reclamation, which was as follows:—

Gentlemen, I have asked you to meet me here to-day for the purpose of taking your opinion as to the owners of lots along the Eastern Praya, upon the project for the reclamation of that portion of the sea front of the city which I have, with professional assistance, elaborated and submitted to the Government, and which has been provisionally approved of and accepted by those in authority.

My correspondence with the Colonial Secretary on the subject has been so recently published in the local papers that the details of the scheme must be fresh in your memories. I have, therefore, only to remind you of the broad outlines of it and to put before you the reasons which, in my opinion, ought to influence you to accept the proposals which I have the authority of the Governor to submit for your consideration.

I have dwelt at considerable length in my letters on the advantages to accrue to the colony at large and to the revenue, from the prosecution of this work. I have now to point out, how you, individually, are likely to benefit by it and to what extent I hope to satisfy you, as I have, I believe, succeeded in satisfying the Government, that it is a work which ought to be taken in hand as speedily as possible and carried through with the least possible delay.

The idea is to reclaim from the sea a strip of land, very nearly a mile in length, extending from the Arsenal to the East Point Sugar Works and (except in front of Jardine's premises and the Sugar Works) not less than five hundred and twenty feet in depth from front to back. This will allow of the widening of the present praya from 50 feet to 75 feet; of a new praya 75 feet in width, and of a main street running through the centre of the reclaimed land, from West to East, about 75 feet in width. Thirteen thoroughfares, each fifty feet in width, will run from the present praya to the new one, dividing the reclaimed area into convenient blocks. There will then be left 345 feet in depth of building land in two blocks, to be divided out among the marine lot-holders in proportion to their respective frontages. A marine lot holder, therefore, having a frontage of 50 feet, will be entitled, broadly speaking, to 345 by 50 or 17,250 square feet of land, for which the Government propose to charge 25 cents a foot by way of premium, and \$200 a quarter acre by way of Crown rent, and for which they are prepared to grant a Crown lease for 99 years with the option of renewal for another period of 99 years at a rent to be fixed by the Governor for the time being. I estimate the cost of reclamation, sea-wall, praya, streets, sewers and all expenses at a figure not exceeding 75 cents per square foot of available building land, and even if the cost should, through any unforeseen events, run up even to \$1 a square foot, the land will still be worth having at that figure.

In my first communication to the Government I suggested a reclamation to a depth of 445 feet only, and the Government should not demand any premium for the building land acquired by the owners of lots fronting the sea. I found the Government, however, enlightened by the results of the reclamation in the central part of the city now nearing completion, most unwilling to forego the exaction of a premium in addition to the benefit to be derived to the colony at large from the largely increased area of building land and to the Treasury from prospective rents and taxes. The first proposals by Government were for a valuation of the reclaimed land and a division between the lot-holders and the Treasury of the surplus, after payment of all expenses. The Colonial Secretary's letter of the 13th September last gives expression to the view. In my letter in reply of the 29th September, I combated this proposal, pointing out the widely different character of the Wanchai district and of the properties there, as compared with the central district and the little prospect of any considerable profit. At a later date I had an interview with His Excellency the Governor on the subject and, while I found him willing to consider and modify the terms referred to in the Colonial Secretary's letter of the 13th September, I found him determined to secure for the Treasury some direct and immediate benefit out of the proposed reclamation in the shape of a premium on every foot of building land acquired by the lot-holders. Under these circumstances there was nothing to do but to recast my proposals and to see if some alteration could not be made which would enable the lot-holders to pay, and the Government to receive, the desired premium. On careful reconsideration of my calculation it seemed to me that the lot-holders could only afford to pay a premium by getting permission from the Government to take in further land from the sea, and submitting this idea to His Excellency, it proved to be an acceptable solution of the difficulty, and therefore I assented to a payment of a premium of 25 cents a square foot on all building land reclaimed, on the understanding that a further 75 feet in depth might be included in the scheme, the 75 feet to be thrown into the seaward blocks, so that they should have a depth of 225 feet as against the 150 feet originally proposed.

This proposal is embodied in my letter to the Colonial Secretary of the 15th November last. Since that date, another trifling alteration had been made in the design as set out in that letter. The first proposal was that the new reclamation should terminate, to the eastward, at Jardine's East Point property. It is now proposed to carry the reclamation along the front of Jardine, Matheson's premises and in front of the Sugar Works and to give them an interest in the scheme, to the extent of 160 feet in depth of building land on their northern boundary.

This appeared to be due to them, as the carrying out of the reclamation involves the destruction of their harbour frontage to the west.

I deeply regret that it has been found impracticable to carry out my original suggestion for the acquisition of Morrison Hill and of the Naval Hospital Hill and for the removal of the City eastward and to its more perfect ventilation. You will have noticed in my published letter to the Government what a magnificent

area of building land would have been placed at the disposal of the colony if that part of my original scheme had met with acceptance. Unfortunately the Naval Authorities had, before my proposals were submitted to the Government, made all arrangements for the enlargement of the present Naval Hospital and for the construction, on the opposite spur, of an Epidemic Hospital in connection therewith, and so were, I presume, unable to assent to the suggestion for the removal of the establishments to more healthy and less crowded sites at Kowloon. I do not, however, despair of the ultimate acquisition by the Colony of the ground in question, and of the ultimate expansion and development of that neighbourhood on the lines indicated in my letters. I have much pleasure in stating here that from His Excellency the Governor and from the Colonial Secretary and from the Director of Public Works, I have received every courtesy and attention in the course of the correspondence and negotiations which have resulted from my first letter of the 12th June last, as well as from His Excellency Major-General Gascoigne, who was administering the Government at that date and before whom the matter came in the first instance, and I feel assured that, if you, gentlemen, determine to accept the Government proposal, as embodied in the Colonial Secretary's letter of the 12th February last, any suggestions you may have to make with a view to the improvement of the general plan, or to the modification of the details or conditions, will be gladly received and will meet with the fullest and the fairest consideration at the hands of His Excellency and of his officers.

With the substitution of Leighton and Caroline Hills for Morrison and Hospital Hills, the cost of filling in will be slightly, but very slightly, increased by the greater distance of the former sites from the sea, but there will be economies in other directions, more than sufficient to compensate, and while the scheme, as a whole, will be less advantageous to the colony and to the Treasury, it will be no less advantageous to you, and more simple and more easy of execution.

Now, gentlemen, why do I recommend you to undertake this work and to accept the Government conditions? In the first place, because your Wanchai property has never been of very profitable description, and is becoming daily less profitable because of the rapid silting up of the foreshore from the Arsenal to Jardine's. Secondly, because the extension of the Naval Yard and Arsenal now in hand will still further intensify the unfavourable character of your location and render still more precarious the silting up of the foreshore in your vicinity. Your present Wanchai property will soon become of less value to you than it is now, and if it is to pay at all it will only be by substituting Chinese houses for the present erections and by taking your godown business elsewhere. If you ask me whether my proposed extension seaward of this Wanchai district will lead to any general improvement in rents and values out there, I think I may safely say yes. The new seawall will be a continuation of the new front of the Naval Yard and Arsenal and will be constructed in a depth of 16 or 17 feet of water, giving easy access to the new praya for the largest cargo-boats and lighters and for risk of silting up when the shore line is carried out into deep water and into the main line of the currents. The front blocks, 225 feet in depth, will give ample room for godowns of the latest and best patterns. The back blocks and the ground now occupied by godowns will afford room for a large number of Chinese houses on the most approved sanitary principles, for which there must be, with our rapidly increasing population, an ever increasing demand. The improvements now being effected in the Queen's Road, from the Parade Ground to the Arsenal, and the advent of the Tram, now assured, will facilitate the movement of population from West to East, and the character of the new district with its broad thoroughfares, wide streets and sanitary buildings must attract a large population. The Wanchai property owners will have, sooner or later, to reconstruct their properties, and the present is the most suitable time for doing so and the proposals now submitted allow of its being done if you will only combine together, at the least possible expense and on a scale which will most assuredly make the undertaking a profitable one to the undertakers as well as a blessing to the colony generally. We have before us, to guide us in coming to a decision, the result of the Praya Reclamation in the Central District, and we shall have, in carrying out the work, the benefit of the experience there obtained as to the precautions to be observed and the errors to be avoided. The Eastern reclamation will be a much easier task than the work done in the Central district because of the much less depth of water in which the sea-wall has been constructed: because a wall of much less height and constructed of smaller blocks will suffice in the sheltered position of the Wanchai Praya, and by reason of the fact that the requisite earth and stone for the work is much nearer at hand and can be brought to the spot by land carriage instead of by boat, a good deal of stone from the present sea-wall being also available. The total cost will also be very much less—75 cents to \$1 as compared with \$2. On the other hand the value of the land reclaimed cannot well exceed, unimproved, \$4 a square foot, while unimproved value of the present reclamation was fairly estimated at \$7 per square foot. You have also to bear in mind that, in my letter to the Colonial Secretary of the 29th September last, your present property, during the reclamation works, will probably not maintain its value as effectively as did the property of the lot-holders along the Central Praya, but loss and inconvenience arising in that way will be diminished, as far as possible, by the carrying out of the works in sections as was done in the reclamation now so nearly completed.

I strongly recommend you to take up the work. It will involve, of course, a heavy expenditure of money, but that expenditure of money will be spread over a period of 10 years at the least—five years for the actual work of reclamation; five years more for the work of building and reconstruction. It may involve a small loss of present income while the work is going on, but I feel assured that the loss of time and of money and the expenditure will be amply repaid you by the results, and that not merely will the colony benefit from the work, but the creation of a large additional district, but you will, I feel confident, profit not merely by the acquisition of the new ground but by the ultimate improvement in values of your present property.

I propose to ask you now to signify your approval or disapproval of the scheme as a whole, and your acceptance, broadly, of the Government conditions. Your assent given here will not bind you definitely to all the details, some of which have still to be worked out. The consideration of the details will be submitted for the consideration of the Secretary of State for the Colonies. An Ordinance will have to be passed, agreements will have to be prepared and signed, and probably some of the conditions altered or modified.

I am here to answer any questions you may ask so far as I am able, and to give any explanations. I am here to listen to any suggestions for the improvement or alteration of the schemes you may have to suggest. It is my duty also and it will give me much pleasure to convey to His Excellency the Governor any proposals you may have to make and support

them to the best of my ability. The Government have accepted me as the medium of communication between itself and you, and I place myself entirely at your disposal for that purpose. My sole object is the welfare of the colony generally, with which mine is intimately bound up.

If any gentleman has any questions to ask or resolutions to propose I shall be glad if he will do it now.

J. Kewick said:—Gentlemen, I am sure we have all listened with very great interest to the extremely lucid and able statement made by Mr. Chater on the subject of the Reclamation to the eastward, and which work will, I believe, be of very great advantage to the Marine Lot-holders. Mr. Chater has not said one word too much of the great utility of having the scheme carried out, and I for one have great confidence that it will be accomplished, although at the outset difficulties may have to be contended with. As you will have observed, Mr. Chater has evidently taken very considerable trouble in the matter and has left very little to be added in support of the project. Mr. Kewick concluded by proposing the resolution reported in our yesterday's issue.

THE MISSIONARY QUESTION.

(Continued from yesterday.)

No doubt the missionaries do their best to discriminate between the true and the false in all such cases, but "for ways, that are dark and for tricks, that are vain the Christian Chinese is peculiar," and, thanks to his foreign instructors, is several degrees "crazier than his heathen brother."

Nor can it be said that such action of the Protestant missionaries is a thing of the past—it never was in fuller activity than it is at the present moment. Quite recently there was a communal feud in the neighbourhood of Kwangtung in which the adherents of an English Mission were so far victorious as to inflict damage and loss on the heathen party opposed to them. Seeing they were getting the worst of the fight, the latter took counsel of their elders, and went over in a body to an American Mission in the same district, claiming its protection. The ceremony of baptism was presumably deferred for closer examination into the merits of the sudden and wholesale conversion, but the protection was not delayed on that account, and demands for restitution were promptly preferred against the raiders. The Chinese quarrel thereupon resolved itself into a negotiation between the two foreign missions as to the number of buffaloes and pigs that had been stolen during the feud. To the question why they recognised the American missionaries—who are keen on the dollar—as representatives of the Chinese claimants, it was replied by the spokesman of the English Mission that they were very too thankful that the discomfited heathen did not go over to a French Mission, as in that case a twenty-four hours' ultimatum backed by shot and shell might have summarily closed the dispute.

The confessions of missionaries leave no manner of doubt that these interferences are habitual among them, that they not only espouse the cause of the just, but of the unjust, that their converts are in the habit of palming off on them involved and one-sided stories, whereby the unwary missionary is led to compromise himself in disputable transactions. The practice is so firmly established, and is so well understood by the Chinese, that it is no uncommon thing for whole villages to become Christians as a strategic move in some outstanding feud. It comes as natural to them as casting the King at a particular stage in the game of a chess-player. The value of the missionary factor in village warfare may be overestimated by the Chinese, but their faith in it seems to be amply attested by their acts. Whole villages do not go over to the Christians without a cause. They do not propose to serve God for naught.

Where transactions of this character constitute part of the routine of missionary work, where purely native affairs are settled by the negotiation of a few dollars or a few ounces of opium, or the adulation of foreign officials, it is obviously trifling with words to maintain that Protestant missionaries refrain from interference in the secular affairs of the Chinese. The Canton Missionary Conference state the case with perfect frankness. In a letter published in the newspapers a few days ago, they claim, in explicit terms, the right of interfering in Chinese judicial procedure where native Christians are the litigants. They contend, of course, that this is done in the interests of justice, but for any foreigner to assume on his own sole authority to be the arbiter of what is just and unjust in a Chinese quarrel, and to insist "for that is the word—on the Chinese Magistrates dealing with their own people in a particular way, is to disintegrate the sovereign authority of the empire, and to reduce its administration to chaos. The Canton missionaries base their pretensions on the wording of the American treaty, which provides that those who quietly profess and teach the doctrine shall not be persecuted on account of their faith, and that any Chinese convert who peacefully teaches and practises the principles of Christianity shall in no case be interfered with." By a liberal interpretation of these words the Canton missionaries appear to have persuaded themselves that they hold a commission to lay down the law to Chinese Magistrates, as well as to their own Consular authorities, in purely Chinese matters which have no relation whatever to the faith or to the principles of Christianity. We may be pardoned the exclamation, though valuable in certain spheres of human activity, is rather to be distrusted when thrown into contact with such a delicate and complex ethical problem as is that of the relation of China to the rest of the world.

But it may well seem supererogatory to labour such points of detail in mission practice, seeing the whole drift of the propaganda is avowedly to effect a revolution in China. In the words of Dr. Faber, a learned Protestant missionary of Shanghai, recently deceased:—"The Chinese fully realise that the propagation of this religion concerns nothing short of the very existence of the Chinese peculiar theory of life in its entirety"—that is to say individual, social and political. We know also that the political aspirations of missionaries take higher flights than the management of tribal feuds whenever circumstances favour them. The Jews in the 18th century plotted to depose King George and install another, and thereby brought about the so-called persecution, and the expulsion of all missionaries. The Protestant missionaries of the 19th, espoused in a body the cause of the Taiping Rebellion. They hailed the movement as the "Christian insurrection," and did their best to encourage it and to ingratiate themselves with its chief, who, however, refused to have anything to say to them, and expelled them with violence.

To this day the rebellion is claimed as a triumph of missionary teaching. Mr. Arnold Forster, who writes in a recent letter to the Spectator: "No one who knows anything of the Taiping Rebellion doubts that, if it had succeeded, a pronouncedly Christian government, of sorts, would have held sway over all China. No doubt its Christianity would, for time at least, have been something of a travesty of New Testament Christianity, but the rulers would not therefore have either hated or persecuted Christians of the ordinary Western type." The same writer also claims the reform movement of 1898, which heralded the uprising of last year, as the work of Christian missionaries, meaning of course Protestants. So far, therefore, from contending that the Protestant propaganda is non-political, it were nearer the truth to affirm that missionary work is political through and through. The missionaries may of course claim, like everyone else, the right to propagate political as well as religious doctrines, but they cannot blow hot and cold in the same breath, nor escape the natural consequences of their acts. If they aim at subverting the existing polity of the empire under cover of the protection accorded to them in their religious character, they must expect the fate of those who attempt to sit on the two stools. They will degrade their religion without accomplishing the political purpose to which they have prostituted their Christian principles.

A further observation on the letter just quoted may not be out of place here. Mr. Arnold Foster makes the sweeping assertion that "No one who knows anything of the Taiping Rebellion doubts that if it had succeeded, a pronouncedly Christian government, of sorts, would have held sway over all China." Now, I do not pretend to know much about the Taiping Rebellion, but if personal contact with it, and subsequent reflection can teach one anything, I may claim to know at least something of that movement, and I, for one, entirely dissent from Mr. Foster's confident predicate. I consider Taipingism as anti-Christian as the worship of Baal, and would as soon believe that a pronouncedly Christian Government would have come out of that movement as that an eagle could be hatched from the egg of a turtle.

(To be continued.)

THE PLAGUE.

Number of cases reported (Chinese) 117
up till noon of the 17th (Other Asiatics) 0
April, 1901 (Europeans) 0
Number of deaths reported (Chinese) 7
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of cases reported to date 126

Number of deaths reported (Chinese) 116
up till noon of the 17th (Other Asiatics) 0
April, 1901 (Europeans) 0
Number of deaths reported (Chinese) 1
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of deaths recorded to date 117

SMALL-POX.

Number of cases reported (Chinese) 51
up till noon of the 17th (Other Asiatics) 7
April, 1901 (Europeans) 10
Number of deaths reported (Chinese) 0
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of cases reported to date 68

Number of deaths reported (Chinese) 40
up till noon of the 17th (Other Asiatics) 2
April, 1901 (Europeans) 2
Number of deaths reported (Chinese) 2
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of deaths recorded to date 44

NOTANDA.

CALENDAR.

APRIL.
Meteorological means based on ten years' observations to 1893.
Barometer.....30.059
Thermometer.....62.0
Humidity.....85.0
Rainfall.....4.08

TO-DAY.

WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer.....29.85 29.73
Temperature.....71 76
Humidity.....96 87
Rainfall.....0.01 0.01

TO-DAY.

Thursday, 18th April, 1901.
Chinese—30th of 2nd moon of 27th year of Kwang-su.
Sun—Rises.....5hr. 48min.
Sets.....6hr. 19min.
High water—Morning.....6hr. 5min.
Afternoon.....6hr. 25min.
Low water—Morning.....2hr. 5min.
Afternoon.....2hr. 34min.

ANNIVERSARIES.

1770—New South Wales discovered.
1855—Commercial Treaty between England and Siam signed.
1862—The sch. Eagle plundered by pirates, under the leadership of an Englishman, near Green Island, Hongkong; the captain and some of the crew murdered.
1881—Reception at Government House Hongkong, by the King of Hawaii.
1885—Convention between China and Japan settling Korean difficulties.
1897—Turkey declared war against Greece.

TO-MORROW.

Friday, 19th April, 1901.
Chinese—1st of 3rd moon of 27th year of Kwang-su.
Sun—Rises.....5hr. 48min.
Sets.....6hr. 19min.
Moon—New Moon 5hr. 4min. a.m.
High water—Morning.....6hr. 5min.
Afternoon.....6hr. 25min.
Low water—Morning.....2hr. 5min.
Afternoon.....2hr. 34min.

ANNIVERSARIES.

1858—The Editor of the Hongkong Daily Press sentenced to six months imprisonment for libelling the Governor.
1875—Great fraud on the Comptoir d'Escompte de Paris at Yokohama discovered; suicide of the captured criminals, W. S. Swaby and V. Cantelli.
1881—Lord Beaconsfield died.
1882—Death of Charles Darwin, the great naturalist.
1894—The s.s. Nippon Maru wrecked on Ayles Bay.
1896—Cholera reported prevalent in Singapore.
1897—The Greek fleet left Preveza in ruins and the Turks captured the Maluna Pass.
1899—Duc d'Arcos presents his (Spanish) credentials at Washington. Minister Stone ordered to Madrid from Berlin.
1900—Death of Mr. Boyd Bredon, Commissioner of Customs at Swatow.

AGENDA.

TO-DAY.
9 p.m.—The Brough Company at the Theatre Royal.

TO-MORROW.

Daylight—N. Y. K. steamer *Sanuki Maru* leaves for Marseilles and London.
Daylight—N. Y. K. steamer *Kasuga Maru* leaves for Japanese Ports.
Noon—L. C. Co.'s steamer *Chelydra* leaves for Indian Ports.
Cargo ex *Lewther Castle* subject to rent.
Cargo ex *Coromandel* subject to rent.

MONDAY, 22nd.

Noon—M. M. Co.'s steamer *Occanien* with Mails etc. leaves for Europe.

TUESDAY, 23rd.

Noon—T. K. K. steamer *America Maru* leaves for San Francisco via Shanghai, etc.
Cargo ex *Denbighshire* subject to rent.

WEDNESDAY, 24th.

Noon—C. P. R. steamer *Empress of India* with Mails passengers etc. leaves for Vancouver B.C.
Daylight—O. S. K. steamer *Anping Maru* leaves for Coast Ports.

FRIDAY, 26th.

4 p.m.—N. Y. K. steamer *Yasuda Maru* leaves for Manila.

SATURDAY 27th.

Noon—P. & O. steamer *Sobraen* with Mails etc. leaves for Europe.

TUESDAY, 30th.

Noon—U.S. Mail steamer *City of Peking* leaves for San Francisco via Shanghai.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (*Lightning*) 20th inst.
American (*City of Peking*) 21st inst.
French (*Indus*) 21st inst.
American (*Gauche*) 25th inst.
Australian (*Eastern*) 27th inst.
Canadian (*Empress of Japan*) 6th prox.
American (*Hongkong Maru*) 7th prox.
American (*China*) 15th prox.

The steamer *Eastern*, left Port Darwin for this port via Manila on 15th inst., and is due here on or about Saturday, the 27th inst.

The M. M. Co.'s steamer *Indus*, with the next outward French Mail, will leave Saigon to-day, the 18th inst., at 11 a.m., for this port.

The steamer *Bennetrich* from London and Straits left Singapore for this port on 16th inst. and is due here on or about Monday, the 22nd inst.

The N. Y. K.'s steamer *Yasuda Maru*, (Australian Line) left Kobe via Moji for this port yesterday, the 17th inst., and is due to arrive here on Tuesday, the 23rd inst.

The F. M. S. S. Co.'s steamer *China*, with Mails &c. left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai yesterday, the 17th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Isa de Luzon* at Kowloon Dock.
U.S.S. *Bennington* " " "
Argus " " "
America Maru " " "
Burnside " " "
Styx " " "
Kwaiyang " " "
Fing Suey " " "
Compania de Filipina " " "
Shanghai " " "
Long Tsing " " "
Hangchow " " "
U.S.S. *Concord* " Cosmopolitan
Colombia " " "
Perla " " "
Peltaria " " "
Trinan " " Aberdeen

PASSED THE CANAL.

Outward—4th April—Orel, *Dardanus*, 9th April—Oak Branch, *Glenartney*, H. H. Meier, *Glenartney*, Japan, *Claverley*, *Kawachi Maru*, *Congesio*, Gloucester City, Prussen, 12th April—Bayern, *Utschi Maru*, *Loos*, *Eidwold*, *Adria*, *Adriatic*, *Deucalion*, *Easingwood*, *Ville d'Agir*.

Homeward—2nd April—Tomlin, *Kiautschow*, 4th April—Ision, *Malacca*, 9th April—*Wittenberg*, *Kansa*, 16th April—*Patroclus*.
Arrivals at Home—17th April—*Polarsjernen*, *Kawachi Maru*, *Hamburg*, *Benjamin F. Packard*, *Ision*, H. H. Meier.

Shipping.

Arrivals.

HSIEH HO, British steamer, 1082, A. A. Crawford, 18th April—Wuhu & Chinkiang.
13th April General—*Siemens & Co.*
SIMONANG, Dutch steamer, 1,818, Sandiman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.
VIPERS, French gunboat, 450, Villeneuve, 18th April—Hollow and Boddam 17th April.
GISELA, Austrian steamer, 2,660, F. Mosca, 18th April—Singapore 12th April, General—Sander, Wieler & Co.
LIZARD, British gunboat, 715, J. C. Watson, 18th April—Canton 17th April.
MAIDZURU MARU, Jap. str., 868, K. Sabozima, 18th April—Tamsui, Amoy and Swatow 17th April, General—Mitsui Bussan Kaisha.

Clearances at the Harbour Office.

Hotomaru, British str., for Canton.
Jacob Elderthien, Ger. str., for Haiphong.
Pak Kone, British str., for Canton.
Fronto, German str., for Saigon.
Hue, French str., for Quingchow-wan.
Thya, British str., for Moji.
Sanuki Maru, Japanese str., for Singapore.
Hatfing, French str., for Moji.
Denbighshire, British str., for Shanghai.
Piyang, German str., for Port Arthur.
Perla, British str., for Amoy.
Wo Ping, Chinese steam-launch, for Wuchow.

Departures.

April 18, *Suevia*, German str., for Shanghai.
April 18, *Holha*, French str., for Haiphong.
April 18, *Feichine*, British str., for Shanghai.
April 18, *Daphne*, German str., for Nagasaki.
April 18, *Paul River*, American ship, for Yokohama.
April 18, *Ocean*, British battleship, for Wuchow.
April 18, *Perla*, British str., for Manila.
April 18, *Candia*, British str., for Singapore.
April 18, *Canton*, British str., for Swatow.
April 18, *Zuwa*, British str., for Amoy.
April 18, *China*, German str., for Newchwang.
April 18, *Hatch Ho*, British str., for Canton.

Passengers—Arrived.

Per Glacia, from Singapore—Signor Catano and wife, Signor Von-Vinemeyer, Signor Heinrich Carlo Sanyer, Vice Consul.

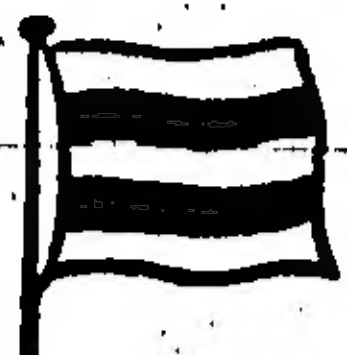
Departed.

Per *König Albert*, from Hongkong for Singapore—Mr. H. F. Gny, for Colombo—Mr. and Mrs. Erich Bauer, and Mr. P. J. Cowan. For Naples—Mr. R. Rintoul. For Genoa—Mr. and Mrs. E. L. Kelly and child, Messrs. G. B. Parlett, P. Heermann, Lieut. Walwyn, Messrs. P. Sachse, E. Delbano, S. Chappelle, Rev. Z. Lorente, Miss J. Zolignac, Rev. P. Gakardi, Miss Kaethe Kuehrs, Mr. and Mrs. Häslopp and children—Messrs. E. Sackermann, F. Koch, Emil Haller, M. Platt, and N. P. Eg and child, Messrs. F. Eickhoff, Thomas Kerr, Mr. and Mrs. Capt. Miss Purdy, Miss Goodrich, Messrs. A. C. Fife, W. P. Deas, Mr. and Mrs. J. McDonald and children, and Mr. A. C. Weidner. For Bremen—Capt. H. Krebs, Mr. Weylandt, and Mrs. Mumm and child. From Japan—Mr. W. Roussier. For Colombo—Messrs. Greenhills and N. Galt. For Genoa—Messrs. Prof. Balzer and children, Miss Neumann, Mr. M. Hayemann, Mr. and Mrs. Abegg and children, Mr. A. Hoffmann, Mr. and Mrs. J. Westphalen and children, Messrs. Jintaro Omura, K. Hironori, R. Taki, K. Miyajima, K. Otani, Y. Onori, H. Saito, Dr. Erdmannstetter, Messrs. Madges, Huppmann v. Tiedemann, Mrs. W. A. York, W. Steinich and Meoelger. For London—Mr. and Mrs. M. Russell, Messrs. Y. Kato, L. and V. Hetherington, R. A. Wyke, R. Laird, W. J. Daddies, W. and E. P. Smith, C. Delapay, J. Wilson, E. D. White, D. Christman, Mr. and Mrs. M. Beart and children, Messdames W. W. Till and children, Balfour, Misses Slade, Greenhills and Capt. W. Smith. For Bremen—Messrs. A. Takahashi, P. Friedmann, Eyvot Otani, Mr. and Mrs. C. Weinberger and children. From Shanghai for Colombo—Messrs. Stafford Ransome and Tichomiroff. For Genoa—Messdames Dyer, Skottow, R. Lund, Gallani, Capt. Usedom, Mr. and Mrs. J. Arnold, Mr. and Mrs. J. Johnson, Mr. and Mrs. Guffins, Dra. Krost, Christine, Messrs. Chu, von Kottwitz, Th. Rochel, Arckel, J. Lang, M. Berg, Adolph Schmidt, Koestener, and E. Busch. For London—Mrs. H. D. Hutchison and child, Mr. and Mrs. Shirmann, Mr. and Mrs. Matheson, Misses K. Wood, Quetch, Mrs. J. P. Donovan, Mr. and Mrs. Rawthorne and child, Messrs. Campbell, Holmes and G. Houlston. For Bremen—Mr. and Mrs. Hoerter, Mr. and Mrs. Aug. Ehlers and

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	To-MORROW, 19th April, at Daylight.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	To-MORROW, 19th April, at Noon.
IDZUMI MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	To-MORROW, 19th April, at 4 P.M.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.	TUESDAY, 23rd April, at Noon.
SHINANO MARU.....	KOBE and YOKOHAMA.	FRIDAY, 26th April, at Daylight.
KAGOSHIMA MARU.....	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 26th April, at Noon.
YAWATA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 26th April, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th April, 1901.

HAMBURG-AMERIKA-LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	3rd May. } Freight and Passage.
SEGROVIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th May. } Freight.
AMBRIA.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA-LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 16th April, 1901.

TOYO KISEN KAISHA. TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)		Tuesday, 11th June, at Noon.

THE Twin Screw Steamship.

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

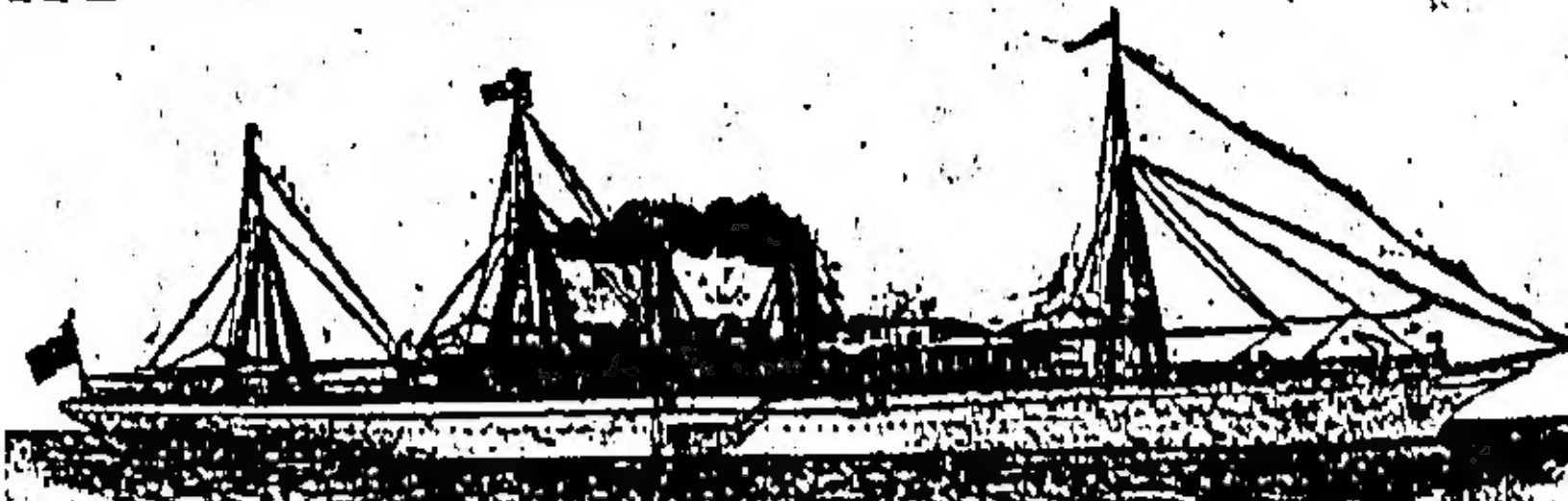
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin-Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 24th April.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R., WEDNESDAY, 15th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st June, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 27th June, at Noon.

THE Company's Steamship.

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th May, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.
Strathgyle... about April 20
Carlisle City... about May 15

THE Steamship

"STRAITHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO, via SHANGHAI, INLAND SEA OF JAPAN, YOKOHAMA and HONOLULU, on or about SATURDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
FOOCHOW	"HUNAN"	19th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	23rd instant.
MANILA	"TSINAN"	23rd instant.
SHANGHAI	"SZECHUEN"	24th instant.
ILOILO and CEBU	"SUNGKIANG"	25th instant.
MANILA	"KWEIFANG"	26th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 18th April, 1901.

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OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS.	TO SAIL
GLASGOW and LIVERPOOL	"CALCHAS"	20th April.
"	"DARDANUS"	2nd May.
"	"MACHAON"	9th May.
"	"ACHILLES"	14th May.
"	"PROMETHEUS"	18th May.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"AJAX"	30th April.
"	"ANTENOR"	14th May.
"	"CALCHAS"	28th May.
LIVERPOOL (DIRECT)	"PYREHUS"	10th May.
(Taking Cargo at LONDON RATES)	"ULYSSES"	24th May.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 18th April, 1901.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA," Captain Cox, will be despatched as above TO-MORROW, the 19th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 18th April, 1901.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above TO-MORROW, the 19th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 15th April, 1901.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA," Captain Mosca, will leave for the above places, on SATURDAY, the 20th instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 13th April, 1901.

[422c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 21st instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th April, 1901.

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THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th April, 1901.

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UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA-LINIE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL. (With Liberty to call at MANILA.)

THE Full-powered Steamship

"ASTORIA," Captain Ostermann, will be despatched as above on or about SATURDAY, the 4th May.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 15th April, 1901.

[425c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 9th May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th April, 1901.

[425c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"RICHMOND CASTLE," will be despatched for the above Port on or about the 23rd instant, and will be followed by the S.S. "FERNDENE," "LOWTHER CASTLE," "AFRIDI" and "HILLGLEN." For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 16th April, 1901.

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NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU," (3,873 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, on FRIDAY, the 26th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewards carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 16th April, 1901.

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PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELL," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION" will be despatched for PORTLAND (OR.) about 20th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports, and all Eastern Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON, Agents, or to SHEWAN, TOMES & CO.

Hongkong, 16th April, 1901.

[435c]

Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, HONOLULU, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines, Kanada Coal Mines, Hokoku Coal Mines, Yohiotsu Coal Mines, Onomori Coal Mines, No. 1 Onomori Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yashio Coal Mines, Yamano Coal Mines, Mannara Coal Mines.

The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagatuchi Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mikito Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 11th December, 1900.

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NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

SANITARY SOAP.

UNIVERSITY BOAT.

DEFENCE OF GIBRALTAR.

OPINIONS OF ARTILLERY EXPERTS.

Mr. Gibson Bowles recently issued a pamphlet, condemning the site of the new harbour and naval dockyard at Gibraltar, but the authorities of Gibraltar as stating the whole case. Their view may be conveyed as follows—

If the guns on the Rock remained silent, the disastrous results pointed out by Mr. Bowles may ensue. But, as our artillery still possesses some fighting value, the probability of serious damage being done by hostile guns emplaced on the Spanish shore is very remote. Artillery experts admit that the cannon at present in position in Spain could shell the new harbour, but our own guns absolutely dominate them, and could prevent anything like an effective bombardment. In addition to this, the batteries on the Rock facing westwards have been immensely strengthened, are constantly being added to, and the points on the opposite shore whence hostile guns could fire are well-known, and are absolutely exposed to our own batteries.

One axiom followed in an artillery combat is that the attacker cannot secure any real effect until the enemy's fire is first subdued. It is impossible to subdue the fire of Gibraltar, and the British public may rest assured that the new harbour will offer sufficient security, as the whole of the district from which hostile fire can be directed can also be swept by the projectiles from Gibraltar. The works which at present have been erected on the Spanish shore are beneath contempt. The public guns are too weak to do any real injury.

The suggested harbour on the east side of the Rock is regarded as impracticable. A floating dock would not be a satisfactory substitute for the graving docks now being constructed, as it would be exposed to all the dangers of a torpedo-boat attack, which the new harbour is built to meet, and could be easily destroyed or sunk. If Gibraltar is to be retained as our western naval base in the Mediterranean, a new harbour is believed to be the best solution of a very difficult problem. With sufficient of the new and powerful guns on the western face of the Rock, any possible attack from or through Spain may be regarded with equanimity.

LONDON'S FAREWELL TO THE ROYAL TOURISTS.

London gave the Duke and Duchess a great send-off.

The weather was not exactly what one would have chosen, could one ever choose one's own weather, for leaving home on a great ocean voyage.

Yet, in the cold, bleak, blue gloom there seemed to be something distinctly in sympathy with the occasion. The King and Queen, still in the early days of their great grief, were parting with their only child, sending him away on a journey great in distance, great in the time it would take, but greater still, far greater still, in the responsibilities that hung upon it.

London realized that the moment was an historic one. History repeats itself. But there never could have been its prototype to this event. The young Duke, who would one day be King, was, with his Duchess, setting out in state to head the festivities that were to inaugurate the birth of a great Commonwealth, an event which will make enduring the new bond it is to celebrate. Greater still was the occasion. For the visit was not merely to Australia.

It was to all our larger colonies. It was to visit alone the Australian colonies into one. It was to help to weld all the colonies to the Empire which one day the young Duke, as King, would help to rule.

And London knew it, and in the serried ranks as they saw the royal couple leave the capital, and in their cheers, there sounded the glorious mission of the visit, not alone send-off to Sovereign's son, but greeting from people to people.

From York House, St. James's, to Victoria station the streets were lined with people. Outside the station the crowd was an enormous one.

CROWN COLONY GOVERNMENT.

The *Empire Review*, the latest of the monthly magazines, contains an article in its February number on "Crown Colony Government," by Sir Hubert E. H. Jerningham. After some general reference to the enthusiasm recently manifested in the Colonies towards the Mother Country, the writer remarks that, these days of this rapid growth of sympathy, ignorance as to how our colonies are governed is frequently met with. Sir Hubert therefore thinks, in view of actual events, it may be timely, and perhaps instructive, to consider from a practical standpoint what a Crown Colony really means, the part it plays in the unity of the Empire, and whether, in the altered conditions of today, a system of government that may be said to date back more than half a century ago is not capable of improvement. It is interesting to note that Sir Hubert Jerningham, who writes with the knowledge of a practical administrator, suggests whether in these days of free and universal education the work so well begun in the cause of the greater dependencies might not be further extended by the Cabinet of to-day to the lesser possessions of the Crown, so as to effect a closer understanding between the people in these Colonies and the authorities at Downing Street. For example, Ceylon, the Straits Settlements, Jamaica, Trinidad, Fiji and Hongkong are purely in a more advanced condition than Honduras or the Turks Islands. The Crown Colonies, the writer goes on to remark, experience disappointment at having no power of initiation, no means of making their voice heard in the councils of the Empire, and they are next to recent being considered mere instruments with uniformed views and thus incapable of strengthening in their own individuality the Empire of which they form a part. This feeling cannot be said to make for unity, and naturally raises the question whether the system of Government under which these Crown Colonies live, is not susceptible of advantageous modification, if not of beneficial reform. In short, the Crown Colonies, taken collectively, are too much tied to the apron-strings of the Colonial Office, and are inclined at times to rebel against the light-

ness of this bond. A prudent parent gradually loosens the strings of the apron and thereby strengthens the ties of affection. Sir Hubert also puts his finger upon another spot when he refers to the minute control of the smallest expenditure, exacted by the Colonial Office. It is the cause why, he says, in local legislative assemblies, gentlemen nominated to a seat, and thereby recipients of the Queen's commission appointing them advisers to Her Majesty, and by creating a kind of opposition to the Government, a course of conduct which is neither more nor less than a political absurdity. The Colonial Office has, in the past, been hampered by the Treasury in a manner prejudicial to the welfare of the Crown Colonies, and Sir Hubert Jerningham earnestly trusts that in future the Treasury will realize, as it appears at last to be discovering, that the Colonial Minister is the best judge of the time and occasion when the younger dependencies require assistance. A late Governor of the Straits Settlements has ceased to complain that his rich Colony had been put back twenty years by the narrow-mindedness of the Treasury. Whether there should be a Council of the Colonies as there is a Council of India Sir Hubert does not discuss; but there can be no question, he says, that British policy is not sufficiently brought home to the Colonists, owing to the fact that incessant work at the Colonial Office prevents its officers from devoting time to the study of Colonies on the spot, while the manner in which the smaller dependencies are apparently neglected, forces upon them the belief that they are equally misunderstood.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Ahmed, J. Leon, C. de
Agan, D. Losada, Dr.
Arias, D. Lawlor, F. B. S.
Bittan, Mrs. Lankester, B.
Brookshire, F. Moon, T.
Beal, Gunner, J. Martin, Miss E. G. O.
Bertan, C. Martin, T.
Borja, J. Minchin, D. J.
Balfour, Mrs. M. B. Molloy, M.
Boyd, R. P. Moothouse, J.
Baylis, M. McKee, Rev. J. A.
Bannerman, J. McIntosh, J.
Bey, R. Moore, Bishop
Beck and Hornby, Merry, Mrs. D. J.
Messrs. Miller, A.
Burson, Chas. Mackillop, Miss
Bent, G. Menasché, L.
Bryan, M. R. Moore, J. W.
Bergerowski, C. Morton, Capt. F. S.
Bernedo, J. G. G. Murphy, Mrs. F.
Borro, J. Marshall, S. E.
Carote, H. Moore, H.
Caminis, J. Mohrtens, Mrs. R. C.
Collins, A. E. Marcus, T. R.
Cohen, A. S. McGregor, A.
Cram, Nicholson, H. J.
Chambers, Capt. R. Nash, F.
Callan, F. W. Preston, P. H. H.
Candler, W. Pellet, J.
Chadwick, Brothers & Palmer, J.
Co. Partridge, Dr. L. S.
Carpenter, F. G. Phillips, C. F.
Child, H. E. A. Pereira, Miss S.
Chapman, W. Peterson, J.
Cullinane, P. Porter, A. M. J.
Cardridge, J. Paus, S.
Cowle, E. H. Poernedo, J. G.
Crawford, Mr. Paulsen, J. R.
Comrie, J. Pillion, J. R.
Degas, B. H. Fastewsky
Duff, Capt. P. Ross and Lilly
Davis, J. Riel, G.
Dawson, C. Reutens, J. W.
Dewel, Mrs. A. J. T. Rigby,
Drake, Mrs. F. J. Rippin, J.
Elias, J. Rehemoohoy, H.
Earlschiffe, H. Reutens, J. W.
Eckert, W. Rivington, C. F.
Etienne, C. Rose, R.
Etzel, L. L. Ramos, A.
Elkins, S. B. Rowand, A. G.
Empson, T. Samborn, F. G.
Evans, A. M. A. Scheffer, T. F.
Francis, W. H. Slattson, C. J.
Fidwell, J. P. Singh, A.
Ferguson, R. Samuel, R.
Freeling, Lady Salmberg, R.
Fernandez, V. D. Schierbaum, P.
Frieburg, S. S. Sheppard, A. F.
Fobris, G. Stewart, J. E.
Fearnley, A. E. Sheller, W.
Goels, F. Stewart, A. H.
Grant, W. Sylvestre, F. W.
Garis, H. L. Scallan, J.
Greenwood, Miss E. B. Solomon, Major L. L.
Gyn, H. W. Shannon, Miss
Gordon, R. Schlichling, Mrs.
Goodall, J. Smith, W. A.
Georgina, J. R. Saut, J.
Grant, J. K. Gutierrez, B.
Gutierrez, B. Spieker, J.
Gomes, J. Stewart, Messrs. J. & G.
Hamilton, G. Silverthorne, A.
Hitchcock, E. A. Sanderson, A. O. D.
Hunter, C. G. W. Triantafyllides, T.
Hermion, H. V. Tredory, J.
Hodges, J. R. Thompson, A.
Harvey, P. L. Townsend, A. M.
Hall, H. M. Thompson, P. H. W.
Harris, A. C. Turney, A. H.
Harrigan, J. Thom, Capt. J.
Hendley, R. W. Topley, G.
Harker, J. Westcott, Mrs. H.
Herbiville, L. D. Wemede, G.
Honey, B. Walker, H.
Hardy, R. J. Wilton, E. C. C.
Hochafel, E. C. Worthington, C.
Hachis, C. W. Wheatle, W. E.
Hoag, P. V. Woodley, W.
Hibberdine, W. Watson, H. G.
Hopkins, Rev. W. E. Wegener, Dr. G.
H. K. Amateur Photo Club.
Hinderkoper, J. Wakeham, T.
Ingold, F. W. Wiekman, F. W.
Janties, K. Wilds, M.
Jones, Dr. Webster, D. W.
Jones, C. O. Council. Wright, Capt. W.
James, San B. Watson, Dr.
Johnson, J. Wallace, F.
Jannote, G. Walker
Karge, T. Wennberg, O.
Knight, White, S.
Kervan, R. F. Woods and Co.
Kiumligns, Capt. Wertheimer, Mr. M.
Kirkpatrick, M. C. Westrop, Miss
Lanna, L. Wilkins, Mrs.
Leslie, M. K. Walkford, E.
Liberg, C. Werthman, L.
Lowe, B. Zinn, G. A.
Lliban.

Letters for the following persons lie unclaimed at the Post Office—

Leon, C. de
Losada, Dr.
Lawlor, F. B. S.
Lankester, B.
Moon, T.
Martin, Miss E. G. O.
Martin, T.
Minchin, D. J.
Molloy, M.
Moothouse, J.
McKee, Rev. J. A.
McIntosh, J.
Moore, Bishop
Merry, Mrs. D. J.
Miller, A.
Mackillop, Miss
Menasché, L.
Moore, J. W.
Morton, Capt. F. S.
Murphy, Mrs. F.
Marshall, S. E.
Moore, H.
Mohrtens, Mrs. R. C.
Marcus, T. R.
McGregor, A.
Nicholson, H. J.
Nash, F.
Preston, P. H. H.
Pellet, J.
Palmer, J.
Partridge, Dr. L. S.
Phillips, C. F.
Pereira, Miss S.
Peterson, J.
Porter, A. M. J.
Paus, S.
Poernedo, J. G.
Paulsen, J. R.
Pillion, J. R.
Fastewsky
Ross and Lilly
Riel, G.
Reutens, J. W.
Rigby,
Rippin, J.
Rehemoohoy, H.
Reutens, J. W.
Rivington, C. F.
Rose, R.
Ramos, A.
Rowand, A. G.
Samborn, F. G.
Scheffer, T. F.
Slattson, C. J.
Singh, A.
Samuel, R.
Salmberg, R.
Schierbaum, P.
Sheppard, A. F.
Stewart, J. E.
Sheller, W.
Stewart, A. H.
Sylvestre, F. W.
Scallan, J.
Solomon, Major L. L.
Shannon, Miss
Schlichling, Mrs.
Smith, W. A.
Saut, J.
Spieker, J.
Stewart, Messrs. J. & G.
Silverthorne, A.
Sanderson, A. O. D.
Triantafyllides, T.
Tredory, J.
Thompson, A.
Townsend, A. M.
Thompson, P. H. W.
Turney, A. H.
Thom, Capt. J.
Topley, G.
Westcott, Mrs. H.
Wemede, G.
Walker, H.
Wilton, E. C. C.
Worthington, C.
Wheatle, W. E.
Woodley, W.
Watson, H. G.
Wegener, Dr. G.
Wakeham, T.
Wiekman, F. W.
Wilds, M.
Webster, D. W.
Wright, Capt. W.
Watson, Dr.
Wallace, F.
Walker
Wennberg, O.
White, S.
Woods and Co.
Wertheimer, Mr. M.
Westrop, Miss
Wilkins, Mrs.
Walkford, E.
Werthman, L.
Zinn, G. A.

List of Registered Covers in Force Restaurants.

Allan, The Con & Co. Kader Bap, Insp.
Abonne, P. A. Koch, Carl
Adam, Miss. Kalla Singh, I.P.C. 645
Aziz Khan, Lapis Khadoore, Elyer
Abdul Khan Saleh
Allah Deen, I.P.C. 775 Kader Hadjie Mo-
Afzul Khan bamed/Aldul
Ahmed Deen, I.P.C. Khadoory, Exer Saleh
638 (2) Partab Singh to Kul-
Abda Khan, I.P.C. 798 lah Singh, (Amil-
Attare Khan, No. 774 sar), Police Station,
Anderson, R. D. Hongkong.

Batchen Singh
Bhawan Singh
Budha Khan (3)
Bull, P. Gulvaio
Brougham, Ed.
Bootay Khan, I.P.C.
744
Blank, Miss A. Arran-
dale, Southport (1)
Returned.
Bertram, C.
Bota Singh
Bova and Co., Supt.
Brewery.
Brough, R. (3)
Burkely Ali Khan,
I.P.C. 856
Cotewall, H. R.
Crows, J.
Chandi Singh
Carum Baksh, (Um-
balla)
Caine Road No. 29
Cantwright, J.
Chandraraj Singh
Clarkson, G.
Chanda Singh, I.P.C.
585
Clarke, J.
Chao, H. Y.
Davis, Mrs. Lamartine
T.
Daimelli, Miss F.
Delhi, N. M. Khan
Dean Singh, I.P.C.
547
Easey Khan, I.P.C.
658
Fau Siakar Saog
Fazal Ahmed
Falek, W.
Flores, J. S.
Fox, F.
Falmale (Bombay)
Felicie, Blaz
Fousisane, A.
Ghous, Mohamed M.
Goh Rikisaburs
Geoghegan, N. M.
Ghulam Rasool
Galthuk, Rasol
Gabor Khan
Gewanall Singh, I.P.C.
807
Garcia, R.
Gulab Khao, I.P.C.
509
Hans, Mrs. A. J. C.
Heintz, H.
Hinton, R. S.
Hollister, G. K.
Hinda Singh
Haraguchi, H.
Harper, A.
Hand, H. J. (Manila),
To "Constancio
Hand, Vic. Eng.
School, Hongkong
Harwood, Thomas
Hasham Ali, I.P.C.
667
Hilton, St. John.
Haar Khan, I.P.C. 616
Hesa, Miss O.
Hodge, Ed. G. Port-
land (Maine), Re-
turned.
Joseph, S. S. Abdul
Jumana Shah
Jamal Singh
Jawalla Singh, I.P.C.
614
Johnson, C. E.
Jando.
Kushiro, C.
Kierna, Miss A.

List of Registered Covers for Merchant Ships.

S.S. Amigo F. Wallat.
"Belgian King" Abernethy.
"Berghaut" J. Sevendseu.
"Calchas" H. C. Beasley.
"Calchas" Mr. Carefull.
"China" Mr. Cooper.
"Deucalion" M. J. Garbutt.
"Emma Luyken" Capt. Wallis.
"Idomeneus" T. Connolly.
"Kirkfield" G. Dubren.
"Mendelau" Ambrose (6)
"Palatia" H. Broch.
"Raidley" John Mann.
"Saint Jerome" R. G. Lowden.
"Shantung" J. J. Jones.
"Shantung" John Wilson.
"Ulysses" H. Weldon. (2)
"Urania" Capt. Wilson.
"Vienna" C. McLay.
"Wongkoi" C. Schunz.

Intimations.

"FOR THE BLOOD IS THE LIFE"

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Rheumatism, Gout, and Sore of the Kidneys, it is a never-failing and permanent Cure. It cures Old Sores, Cures Sores on the Neck, Cures Sore Legs, Cures Blackheads or Pimples on the Face, Cures Scoury, Cures Ulcers, Cures Burns and Skin Diseases, Cures Glandular Swellings, Cures the Blood from all Impure Matter. From whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles of 6d. each, and in cases containing six times the quantity, viz., sufficient to effect a permanent cure in the great majority of long-standing cases. See the full list of MISTERS and PATENT MEDICINE VENDORS throughout the world. Prepared by Dr. J. C. Clarke and Analytical Chemists Dr. W. G. Clarke, Lincoln, England. Trade Mark—Blood Mixture.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. We have no sub-stitutes and are sometimes pained off by unprincipled vendors. The words "J. C. Clarke and Midland Counties Drug Company, Lincoln, England" are engraved on the wrapper, and the name of the Proprietor is on the wrapper. Beware of cheap imitations. Beware of cheap imitations. Beware of cheap imitations.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'ARQUILLAR STREET.

H. RUTTONJEE,
5, D'ARQUILLAR STREET.
Hongkong, 17th April, 1901.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
HONGKONG AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJENS' GENUINE
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DAIMLERS' PATENT MOTOR
LAUNCHES.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
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P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1901.

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PLENTY
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HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall,
Hongkong, 30th April, 1901.

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.
Sole Agents for "OMEGA" WATCHES.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" IS THE BEST.
40, QUEEN'S ROAD,
Watson's Building.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
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NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition
and for Volkmann and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 51 & 56, Queen's Road Central.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

Is now in a position, in his New and Com-
mending Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
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SURGEON DENTIST,
No. 14, PACHULAR STREET.
TERMS VERY MODERATE.
Consultation free.
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SUI SANG,
(Lately Practising with Dr. I. SAKATA),
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No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901.

For Nervous Exhaustion

CHAPOTEAU'S
Phosphoglycerate
OF LINE

The modern restoration of the nervous system. For nervousness, prostration, loss of sleep, loss of appetite, loss of vitality, loss of energy, loss of strength, loss of endurance, loss of power, loss of action, loss of initiative, loss of initiative, loss of initiative.

PHOSPHOGLYCERATE STRUP (CHAPOTEAU)
PHOSPHOGLYCERATE WINE (CHAPOTEAU)
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)
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UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PRESTON, LONDON, ENGLAND.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

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ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,
CHEMICALS,
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TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 13th December, 1900.

DENTISTRY.
AMERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901.

THE NEW FRENCH REMEDY.
THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm, by laying the foundation of stricture and other serious diseases. In cystitis, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary syphilis, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated system.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Rhindalla* and *Stimla*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 13th April, 1901.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 13th April, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE

THE Steamship

"TRIESTE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Underwriter before Noon, on the 20th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 15th April, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 15th April, 1901.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Rhindalla* and *Stimla*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 13th April, 1901.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 13th April, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE

THE Steamship

"TRIESTE"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Underwriter before Noon, on the 20th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.
Hongkong, 15th April, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 15th April, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BUCKINGHAM,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.
Hongkong, 15th April, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BUCKINGHAM,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

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DODWELL & Co., LIMITED,
Agents.
Hongkong, 15th April, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BUCKINGHAM,"
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HAMA, KOBE AND MOJI.

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DODWELL & Co., LIMITED,
Agents.
Hongkong, 15th April, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BUCKINGHAM,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge

The Share Market.

LATEST QUOTATIONS.
(April 18th)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	368 1/2 premium
The Bank of China (Preference)	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	61
The Bank of China (Deferred)	£ 1	55 1/2 buyers
National Bank of China, Ltd.	£ 8	\$37 buyers
Do. Founders	£ 1	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$83 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$36 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$130 buyers
Canton Ins. Office, Ltd.	\$ 50	\$150 buyers
Straits Ins. Co., Ltd.	\$ 20	\$18
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$35 buyers
China Fire Ins. Co., Ltd.	\$ 20	\$84 buyers
Shipping.		
Hongkong, Canton, & Macao Steamship Co., Ltd.	\$ 15	\$33 buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$17 sales
China & Manila S. S. Co., Ltd.	\$ 50	\$34 buyers
China & Japan S. S. Co., Ltd.	\$ 30	\$30 sales
Douglas Steamship Co., Ltd.	\$ 50	\$51 sellers
China Mutual S. S. Co., Ltd. (Pref.)	£ 10	\$12 buyers
China Mutual S. S. Co., Ltd. (Ord.)	£ 10	\$12 buyers
China Mutual S. S. Co., Ltd. (Ord.)	£ 5	\$7 buyers
Star Ferry Co., Ltd.	\$ 10	\$28 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	\$3 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$155 sales and
Luxon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjom Mining Co., Ltd.	\$ 8	\$6 sellers
Punjom Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fr. 250	\$315
Queen Mines, Ltd.	25 cts.	10 cents
Jebeub Mining and Trading Co., Ltd.	\$ 5	\$5
Raub Altan Gold Mining Co., Ltd.	175. 10d.	\$38 buyers
Oliver Freehold Mines, Ltd.	\$ 5	\$24
Oliver Freehold Mines, Ltd.	\$ 5	\$14 sales
Great Eastern & Caledonia Gold Mining Co., Ltd.	\$ 1	10 cents
Do. (Preference)	\$ 1	10 cents
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$75 buyers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$103
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$35 buyers
Amoy Dock Co., Ltd.	\$ 64 1/2	\$22
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$94 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$191 sellers
Kowloon Land and Building Co., Ltd.	\$ 30	\$28 buyers
West Point Building Co., Ltd.	\$ 50	\$52 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$120 buyers
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$134 buyers
Cotton Mills.		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$74 sales
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 44
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laau-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 45
ing Co., Ltd.	Tls. 100	Tls. 45
Cigar Companies.		
Alhambra, Limited	\$500	200 1/2 premium
La Commercial, Ltd.	\$500	100 1/2 premium
Hensian Limited	\$500	100 par
La Favorita	\$500	100 1/2 premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$184 ex div.
China-Borneo Co., Ltd.	\$ 15	\$304 ex div.
A. S. Wilson & Co., Limited	\$ 10	\$17 buyers
Watkins, Limited	\$ 10	\$104 sellers
Hongkong Electric Co., Limited	\$ 10	\$124 sellers
Hongkong Electric Co., Limited	\$ 5	\$64 sellers
Hongkong and China Gas Co., Ltd.	£ 10	\$130 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$157
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$164 buyers
H'kong High Level Tramways Co., Ltd.	\$100	\$20 buyers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East-Asia Agency, Ltd.	£ 1	\$17 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$84 sales
Carmichael & Co., Ltd.	\$ 20	\$7
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7 cum call
China Light & Power Co., Ltd.	\$ 20	\$20

VISITORS AT THE HONGKONG HOTEL.

Alexander, Mr. Earl	Kasch, Mr. E. A.
Angus, Mrs.	Kayes, Miss A. C.
Ashdown, Mrs. & Miss	Kings, Maj. H. S., R.E.
Baker, Mr. W. S.	Kirkwood, Mr. J.
Bell, Mr. and Mrs. O. M. D.	Langford, Mrs.
Berlinger, Mr. F. J. G.	Littledale, R.E., Major
Birks, Mr. and Mrs. C.	R. P.
Black, Mr. D. F.	Long, Mr. & Mrs. D. M.
Borthwick, Mrs. R. W.	Macfadyen, Dr. J.
Brown, Mr. R.	Mackenzie, Mr. J. R.
Bradley, Mr. R. C. D.	Mackillop, Mr. A.
Brandreth, R.N., Lt. & Mrs.	Macklin, Mr. T. H.
Bridges, Mr. L.	Maddock, Mr. & Mrs.
Brough, Mr. and Mrs.	Mathews, Mr. & Mrs.
Bruce, Capt. and Mrs. C.	McLellan, Mr. and
Burnie, Mr. C. M. G.	Infant
Bushing, Mr. N.	McLeod, Mr. and Mrs.
Butler, Mr. R. H.	John
Cameron, Mr. D. F.	Moffly, Mr. Geo.
Cann, Mr. W. H.	Morgan, Mr. F. E.
Cann, Mr. J. W.	Mould, R.E., Maj. C. F.
Clark, Dr. & Mrs. F.	Olson, Mr. O. K.
Colson, Mr. T. S.	Ort, Mr. R.
Cooper, Mr. M. A.	Ort, Capt. S. G.
Crawford, Mr. H. V.	Parfitt, Mr. W.
Cremney, Mr. W. O.	Parkinson, Dr. & Mrs.
Derrick, Mr. E. H.	Parkinson, Mr. L.
Dietman, Mr. A.	Passy, Lt. Col.
Discombe, Mr. G. M.	Paulsen, Mr. Henry
Dorehill, R.A., Major	Pick, Mr. S.
Duff, Mr. W. S.	Picher, Mr. A. J.
Dummont, Mr.	Porter, Mr. C. W.
Dyson, Capt. P. S.	Sakeman, Mr. & Mrs.
Evans, Mr. Aug.	Sandman, Miss L.
Falk, Mr. and Mrs.	Seymore, Mr.
Flores, Comdr. A.	Shiell, Mr. Geo. H.
Gibson, Mr. and Mrs.	Smith, Mr. Fredrick
Kennedy	Smith, Mr. H. Sock
Glover, Mr. C.	Smithfield, Mr. L. H.
Goddard, Capt.	Sontar, Mr. D.
Goodell, Mr. W. A.	Stevens, H.E.
Handelman, Mr. H.	Stevens, Mr. L. H.
Harding, Mr. and Mrs.	Stewart, Mr. E. H.
Hawley, Mr. R. W.	Taylor, Mr. D. G.
Hobden, Mr. H.	Temple, Miss
Hochappel, Mr. E. C.	Tibbey, Mr. H. M.
Hogg, Mr. H. H.	Valpy, Mr. G. C.
Howard, Mr. Thos.	Vanderpool, Mr. & Mrs.
Howkins, Mr. & Mrs.	Victor, Mr. Lillie
J. D.	Wakeman, Mr. G. H.
Huke, Mr. and Mrs.	Watts, Mr. and Mrs.
A. N.	Frank W.
Hunter, Mr. Scott	Whiteley, Mr. W. J. G.
Jackson, Mrs. J. B. and	Wild, Lieut. and Mrs.
child	Bagnall
Joseph, Mr. & Mrs. E. S.	Williamson, Mrs. J.
Karman, Mr. S.	Ziegler, Hon.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Harston, Dr. and Mrs.
Benjamin, Mr. J. S.	G. M.
Bonnar, Mr. J. W. C.	Hughes, Col. G. A.
Bosustow, Mr. J.	Hutchings, Miss
Brayne, Mr. H. F. R.	Hutchings, Miss T.
Brown, Colonel F.	Lang, Dr. C.
Buttashaw, Major and	Lee, Mr. J. E.
Mrs. and maid	Mackie, Mr. C. Gordon
Buttashaw, Miss May	Martin, Mr. R.
Buttashaw, Master H.	McGowan, Mr. A.
Carrington, Sir John	Miller, Mr. and Mrs.
C.M.G.	Newall, Mr. Stuart G.
Carrington, Miss	O'Griffin, Col. The
Caulson, Mr. and Mrs.	Oppenheim, Mr. J.
Collard, Mr. W. V.	Pollock, Mr. H. E.
Comrie, Mr. A. F.	Prange, Capt. R.A.M.C.
Crookenden, Col.	Prange, Mrs.
Dann, Mr. G. H.	Quintoff, Mr. S.
Dixon, Mr. F.	Reallack, Mrs.
Ezekiel, Mr. J. S.	Rouse, Mr. A. B.
Forbes, Mr. Andrew	Shellin, Mr. Edward
Graham, Mr. D. M.	Sinclair, Mr. A. G.
Graham, Mrs. W. D.	Stokes, Mr. A. G.
Griffin, Major W. W.	Tomlin, Mr. G. L.
R.A.	Welgess, Mr. H. J.
Gumpert, Mr. and Mrs.	Wheeler, Mr. H. B.
Hays, Mr. J.	Wheeler, Lt.-Col. J. L.

ORANGE BURN.

Anderson, Mr. Jas.	Canton, Staff-Surg. H.
Andrews, R.N., Staff	Canton, Mrs.
Surg. and Mrs. A. G.	Lewis, Mr. M. C. C.
Binder, Mr. Gustav	Ross, Mr. John A.
Brown, Mr. and Mrs.	Volpicelli, Consul
H. Matheson	

KOWLOON HOTEL.

Downs, Mrs. Lottie	Muro, Capt.
Hoashi, Mrs. S.	Muro, Master P.
Leary, Lieut. C.	Thomson, Mr. & Mrs.
Masloersky, Mr. W. von	Wittmuss, Capt.

EXCHANGE.

Hongkong, 18th April.	
ON LONDON, Telegraphic Transfer 1/11 7/16	
Bank Bills, on demand 1/11 1/16	
Credits, 4 months' sight 1/11 1/16	
D'ments, 4 months' sight 2/0 1/16	
ON PARIS, (demand) 2/3	
ON BERLIN, Bank Bills, on demand 2/4	
ON L'ERIS, Bank Bills, on demand 2/4	
Credits, 4 months' sight 2/4	
ON NEW YORK, Bank Bills, on demand 47 1/2	
Credits, 30 days' sight 47 1/2	
ON BOMBAY, Telegraphic Transfer 47 1/2	
On demand 47 1/2	
ON SHANGHAI, Telegraphic Transfer 47 1/2	
Private 30 days' sight 47 1/2	
ON YOKOHAMA, T.T. 38 1/2	
Sovereigns, Bank's Buying Rate 310.16	
Gold Leaf 100 touch, per tal 322.5	
Bar Silver 37 1/2	
Dollars 37 1/2	

OPIUM QUOTATIONS.

Hongkong, 18th April.	
New Patna	\$95/93 1/2 per chest.
New Benares	96 1/2/97 1/2
New Malwa	82/50 per picul.
Old Malwa	82/50
Persian, papered	82 1/2/85 1/2

VESSELS IN PORT.

Steamers.	
AGAMEMNON, British steamer, 4,461, H. Nish,	13th April—Moj 9th April, Coals—Butterfield & Swire.
AMERICA MARU, Japanese steamer, 3,460, P. H. Goring, 12th April—San Francisco and Shanghai 10th April, Mails and General—J. S. Van Buren.	
ARIAKE MARU, Japanese steamer, 2,193, T. Tazaki, 13th April—Kuchino to 10th April, Coal—Mitsui Bussan Kaisha.	
ATHENIAN, British steamer, 2,444, H. Moyatt, 8th April—Vancouver via Cobon, Kobe and Mojib March, Timber and Flour—C.P.R. Co.	
BENLOMOND, British steamer, 1,772, Wm. Hutton, 13th April—Moj 7th April, Coal—Gibb, Livingston & Co.	
BUCKINGHAM, British steamer, 1,876, A. W. Cole, 13th April—Moj 10th April, General—Doddwell & Co., Ltd.	
BURNSIDE, American steamer, 1,450, A. H. Laffan, 14th April—Manila 11th April, Coals—Government.	
CHARLES ROGER, Belgian steamer, 1,491, C. Herfurth, 13th April—Salgon 9th April, Rice—Doddwell & Co., Ltd.	
CIELLE, British steamer, 2,467, J. T. Davies, 9th April—Calcutta 22nd March, General—Jardine, Matheson & Co.	

CHWINKHAM, British steamer, 1,281, J. F. Messer, 16th April—Bangkok 9th April, Rice—Bradley & Co.

CLAVERING, British steamer, 2,255, J. Barker, 30th Mar.—Port Natal, Ballast—Doddwell & Co., Ltd.	
DECIANA, German steamer, 794, C. Christensen, 18th April—Salgon 11th April, Rice—Nam Wo.	
EMPEROR OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 16th April—Vancouver 15th Mar., and Shanghai 13th April, Mails and General—C. P. R. Co.	
DENBOSHIRE, British steamer, 2,488, H. W. Vyvyan, 16th April—London 15th Feb., and Manila 13th April, General—Shewan, Tomes & Co.	
EVA, German steamer, 3,083, Chr. Petersen, 7th April—Kobe 31st March, Flour—Arndt, Koenig & Co.	
HAINUM, British transport, 65, W. J. Davis, 12th April—Weihaiwei via Wousung 5th April.	
HANGCHOW, British steamer, 999, J. Pearce, 21st Mar.—Shanghai 18th Mar., General—Butterfield & Swire.	
HANOI, French steamer, 768, Pannier, 20th Mar.—Hohow 18th Mar., General—A. R. Marty.	
HUE, French steamer, 705, G. Gorman, 12th April—Haiphong and Hohow 16th April, General—A. R. Marty.	
INDUM, MARU, Japanese steamer, 3,301, M. J. Curran, 9th April—Shanghai 6th April, General—Nippon Yusen Kaisha.	
JACOB DIEDERICHSEN, German steamer, 633, A. Riecke, 17th April—Haiphong 13th April, and Hohow 16th, Rice and General—Jensen & Co.	
KAFONG, British steamer, 1,024, G. H. Pennefather, 16th April—Cebu and Hohow 12th April, General—Butterfield & Swire.	
KWIVANG, British steamer, 1,062, A. W. Outerbridge, 9th April—Canton 8th April, General—Butterfield & Swire.	
KASUGA MARU, Japanese steamer, 3,368, E. W. Haswell, 16th April—Melbourne and Port 23rd April, General—Nippon Yusen Kaisha.	
LOONGSANG, British steamer, 1,092, G. S. Weigall, 15th April—Manila 12th April, Sugar—Jardine, Matheson & Co.	
MACEONDA, British steamer, 1,460, Monsarrat, 11th April—Wuhu 5th April and Chingkiang 6th, General—Jardine, Matheson & Co.	
MARIE JENSEN, German steamer, 1,771, P. Hemmert, 14th April—Salgon 9th April, Rice—Jensen & Co.	
OLYMPIA, American steamer, 1,730, John Truebridge, 15th April—Tacoma 14th March, General—Doddwell & Co., Ltd.	
PEIHANG, German steamer, 970, W. Wiese, 16th April—Canton 16th April, General—Siemens & Co.	
PENARTE, British transport, 1,059, W. H. West, 17th Mar.—Wousung 23rd Mar., Ballast—Order.	
PETARCH, German steamer, 1,252, Ucher, 15th Mar.—Manila 20th Mar., Ballast—Sander, Wieler & Co.	
PETRIANA, British steamer, 1,140, Snope, 25th Mar.—Belik, (Papan) 19th Mar., Kerosine—Arnholt, Karberg & Co.	
PINO SUEZ, British steamer, 4,149, Pernelle, 7th April—Seattle Wash 1st March and Manila 4th April, Ballast—Jardine, Matheson & Co.	
POHNEY, American steamer, 785, J. H. Serive, 18th Mar.—Manila 16th Mar., Coal—U. S. Navy.	
PRONTO, German steamer, 632, H. Grandt, 14th April—Hohow 9th April, General—Siemens & Co.	
SANUKI MARU, Japanese steamer, 3,787, W. Townsend, 17th April—Yokohama 6th April, General—Nippon Yusen Kaisha.	
SATURN, American collier, 1,871, J. H. Potter, 29th Mar.—Reef Pratas 28th March.	
SHANTUNG, British steamer, 1,335, T. Quail, 2nd April—Hongay 30th March, Coals—Butterfield & Swire.	
SKAPINSO, Norwegian steamer, 1,130, L. T. Laffan, 11th April—Moj 5th April, General—Siemens & Co.	
SKULD, Norwegian steamer, 913, A. Berhom, 14th April—Bangkok 5th April, Rice—Chinese.	
STRATHGYLE, British steamer, 3,284, G. R. Gordon, 5th April—Moj 1st April, General—Butterfield & Swire.	
TARTAR, British steamer, 2,768, G. D. Bowles, 4th April—Tacoma 5th Mar., Flour—C. P. R. Co.	
Sailing Vessels.	
ADOLPH OHRIG, American ship, 1,263, Am-bury, 19th Dec.—New York and June, and Chetoo 12th Dec. Oil—Standard Oil Co.	
DUNDEE, British ship, 1,998, Hemmings, 14th Oct.—New York 29th June, Kerosine Oil—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec.—Cardiff via Cape Town 25th Sept., Coal—Cement.	
HOTIE C. SMITH, American ship, 45, Riley, 24th Feb.—Yap 14th Feb., Ballast—Master.	
LARGO BAY, British ship, 1,178, F. Adams, 7th April—Nagasaki 1st April, Ballast—Sander, Wieler & Co.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.—Ponape and Caroline Island 11th Mar., Copra—Master.	
LUTON, American 4-masted schooner, 512, Aderson, 31st Mar.—Port Townsend 2nd Dec., General—Holliday, Wise & Co.	
MAJASCO, British 6-masted barque, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co.	
MERCUARY, German schooner, 52, Warnes, 23rd Feb.—Yap 9th Feb., Ballast—Siemens & Co.	
OBI, British schooner, 1,951, R. Pinkham, 9th April—Cardiff 23rd Feb., Patent Fuel—Government.	
PRESIDENT, British bark, 766, R. B. Munro, 3rd April—Rajong 8th Feb., Timber—Ping On Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 15th Feb., Ballast—Master.	
THYRA, British schooner, 2,244, Dunning, 9th April—Barry Dock 15th Feb., Coals—Order.	
VINEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil—Order.	
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.	
Hongkong, April 18th, 1901.	
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 300 i.h.p., Comdr. C. G. F. M. Craddock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Singapore.	
Arcturion, and-class cruiser, 3,400 tons, 10 guns, 500 i.h.p., Capt. J. Starin, Singapore.	
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.	
Asraa, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.O., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.R., Singapore.	
Barham, 1st-class battleship, 13,000 tons, 12 guns, 12,163 i.h.p., Captain C. J. S. Wat-ender, Nagasaki.	

Blanchard, 1st-class cruiser, 9,000 tons, 12 guns, 21,111 i.h.p., Capt. Henderson, C.M.O., Hongkong.

21,471 h.p., Capt. Henderson, C.M. Hongkong.

Bonnaville, and class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawie, Taku.

Bramble, 1st-class gunboat, 710 tons, 4,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.

British, 3rd-class cruiser, 1,770 tons, 6 guns, 6,600 i.h.p., Commander Sir Bourchier Wrey, Bart, Shanghai.

Britonair, 1st-class gunboat, 710 tons, 4,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Shanghai.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Shanghai.

Dido, 2nd-class cruiser, 5,000 tons, 11 guns, 9,500 i.h.p., Capt. Tildard, Shanghai.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Weihaiwei.

Ethi, coast defence gunboat, 365 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chingkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Wousung.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, en route Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,500 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

Humber, tugboat, 1,610 tons, 800 i.h.p., Com. E. Davidson, Hongkong.

Iris, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Weihaiwei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 560 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. V. Smythe, Singapore.

Liard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., en route Wousung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 9,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phaenix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Singapore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de Meur, Hongkong, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. C. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lieut. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 3 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Twelve, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying ship, 620 tons, Lieut.-Comd. Lynde, Manila.

Whittling, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt-Comd Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 31, 32, 33, 34, 35, 36, 37, 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,900 tons, Capt. de Castro, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.

Katerina Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Eilenann, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Thérèse, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Blesse, Swatow, Shanghai, Hongkong.

Nit Hain, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansz, Taku.

Nitro, Portuguese gunboat, 600 tons, Captain Mello, Macao.

Orion, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korotkiy, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Jakowlew, at Nagasaki.

Admiral Nahkhow, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vsevolodsky, at Tientsin.

Levski, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.

Dobro, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowolsky, at Nagasaki.

Admiral Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Alaidamakh, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.

Armataiskiy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhalchewsky, at Taku.

Orfeyets, Russian cruiser, 1,200 tons, 9 guns, F. 2,150 h.p., Capt. Silmann, at Taku.

Andromor, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoweff, at Nagasaki.

Admiral, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p., Capt. Yenik, at Nagasaki.

Admiral, Russian cruiser, 1,344 tons, 14 guns, 1,800 h.p., Capt. Zariak, at Nagasaki.